

# The Hongkong Telegraph.

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WEDNESDAY, MARCH 29, 1911. 三拜禮

號九廿月三英港香

\$35 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Telegrams.

### BRITISH INTERESTS IN KOREA.

#### QUESTIONS IN THE HOUSE OF LORDS.

(REUTERS' SERVICE.)

London, March 28.

In the House of Lords Lord Stanhope drew attention to Japan's interpretation of the Treaty provision and The Hague award with reference to fixation of properties held on perpetual leases by British, French and Germans in the old Foreign Settlement areas of Japan, and asked, in view of the annexation of Korea, what measures were being taken to protect British interests there.

Lord Hershell detailed the position of the cases in question, and said that an informal exchange of views was proceeding in the hope of a satisfactory settlement.

The Lord Chancellor further detailed the Japanese assurances given at the time of the annexation, and added that after consultation with Sir Claude Macdonald Great Britain informed Japan on the 14th December that she was willing to leave the question of the foreign settlements and jurisdiction of British subjects, prisoners, etc., to the sense of justice and good faith of Japanese officials on the spot. H.M.'s Government had already received satisfactory assurances with reference to land tenure and mines, but as regards tariffs it was impossible to ask Japan to promise definitely in advance a continuation of the present arrangement (beyond the period of ten years already promised).

### TIBET.

#### ANTICIPATING THE FOREIGNERS.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The Viceroy of Sze-chwan and the President of the Board of Communications have jointly proposed the early construction of the railway between Sze-chwan and Tibet, so as to prevent the foreigners from taking any advantage of China.

## Telegrams.

### ITALY.

#### A NEW CABINET FORMED.

(REUTERS' SERVICE.)

London, March 28th.

A message from Rome states that Sr. Giolitti is forming a Cabinet.

The Socialist Deputy Bissolati, who was received in audience by King Victor Emanuel, declined office on conscientious grounds, while absolutely supporting the programme.

#### OPENING UP MAN- CHURIA.

#### CHINA'S AMBITIONS.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The newly appointed President of the Board of Agriculture, Industry and Commerce has memorialized the Throne to open up Manchuria by promoting industries.

The Prince Regent is strongly in favour of the memorial.

#### TROUBLOUS FRONTIERS.

#### OPINIONS OF MINISTERS INVITED.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The Prince Regent has instructed all the Grand Councillors and other Ministers to submit their opinions regarding the frontier disputes.

#### THE CRISIS.

#### CHINA'S CONCESSION.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The Russian Minister at Peking has sent in a communication to the Board of Foreign Affairs dealing with the revision of the commercial treaty between Russia and China. On receipt of this communication, the Board of Foreign Affairs had a conference with the Grand Councillors, and despatched a reply to the Russian Minister on the 27th inst. agreeing to all the demands.

## Telegrams.

### HOME POLITICS.

#### A BRITISH BYE-ELECTION.

(REUTERS' SERVICE.)

London, March 28th.

A bye-election for the constituency of Bootle has resulted as follows:—

Mr. Bonar Law (Unionist) 9,986  
Mr. Muspratt (Liberal) 7,782

(Col. T. M. Sandys (C) has represented this constituency for many years, and was returned unopposed at the last election.)

[Mr. Andrew Bonar Law was the Unionist representative for the Dulwich division of Camberwell. He was an iron merchant in Glasgow, having been born in New Brunswick in 1858. His father was the Rev. James Law, M.A. From 1902-6 he was Parliamentary Secretary of the Board of Trade, for six years he represented the Blackfriars Division of Glasgow, and was chairman of the Glasgow Iron Trade Association. He is a strong advocate of tariff reform.]

#### PUBLIC OPINION IN CHINA.

#### AUTOCRATIC COMMAND.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The President of the National Assembly has advised the senators not to interfere in foreign diplomatic questions.

He asked them to submit their opinions or suggestions to the Grand Councillors for consideration, and on no account should they hold an extraordinary meeting to discuss these questions.

However, he added, if they insist on holding a meeting, they must get permission from the Throne before doing so.

#### PRINCE REGENT.

#### REMAINS TO CONTROL STATE AFFAIRS.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The Empress Dowager has decided to take up her residence with the Emperor in the Summer Palace on the 12th proximo, and has instructed the Prince Regent not to accompany them, so that he can attend to State affairs.

## Telegrams.

### MEXICO.

#### NEW CABINET FORMED.

(REUTERS' SERVICE.)

Bombay, March 29, 7.35 a.m.

A new Mexican cabinet has been formed, but there is nothing to indicate its tendency.

M. Limantour is again in charge of finance, and apparently leads the cabinet.

M. Birra will control foreign affairs.

#### PASSING OF THE QUEUE.

#### CHINESE ARMY TO FOLLOW POPULACE.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The President of the Army Board has memorialized the Throne to issue an Imperial decree allowing the officers and men in the army to discard their queues.

#### A VICEROY SICK.

#### RESIGNATION TENDERED.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

Viceroy Hsi Liang of the Three Eastern Provinces being ill, the Prince Regent is inclined to accept his resignation.

A certain Grand Councillor has strongly recommended Chan Chiu Sheung to succeed him.

#### FORMER CANTON VICEROY.

#### TOO OBSTINATE AND STUBBORN.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

Viceroy of Sze-chwan has strongly recommended reinstating ex-Viceroy Shun Chun Hsin, but a Grand Councillor strongly objected, on the ground that he was too obstinate and stubborn to handle diplomatic questions.

Members of the Institution of Engineers and Shipbuilders will to-night discuss Mr. Murphy's paper on gas producers.

## Telegrams.

### DISTURBANCES IN ALBANIA.

#### SOLDIERS DESPATCHED.

(REUTERS' SERVICE.)

Bombay, March 29, 7.35 a.m.

Reports from Constantinople state that owing to disturbances nine battalions of soldiers are proceeding to Albania.

#### TRANSPORTATION OF TROOPS.

#### RAILWAY PROJECTS.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The President of the Army Board is strongly in favour of raising a loan for the construction of a railway for the transportation of troops in case of operations.

#### ABOLITION OF TAXES.

(“SHANGHAI PO” SERVICE.)

Peking, March 28.

The Throne has instructed the viceroys and governors of the various provinces to abolish all miscellaneous and superfluous taxation.

#### OUR LETTER BOX.

#### A SUGGESTION.

TO THE EDITOR OF THE “HONGKONG TELEGRAPH.”  
Sir,—Having observed in your valuable journal the suggestion that for the convenience of patrons of the promised aviation exhibitions, a bamboo pier should be run out from the hanger where the aeroplane was stored in order to enable the machine to rise in the air, I would like to say that the suggestion is an eminently sound one, for then the tide difficulty would be overcome and the chances of a non-flight lessened, with little inconvenience to the management. The wonder is that the idea did not occur to the management ere this. In the event of permission to fly at Happy Valley not forthcoming, and failing other arrangements, the management will perforce have to fall back on Shatin, and in that case, if the suggestion to which I have referred is acted upon, it will undoubtedly save a lot of trouble both to the public and the management itself.

Yours, etc.,

DISAPPOINTED.

#### FIRE AT CANTON.

(THE “TELEGRAPH” CORRESPONDENT)

Canton, March 28.

At 8 o'clock last night, fire broke out in a house in the Yeung Yuen Street east of the city, but was quickly subdued by the fire-brigade which arrived on the scene promptly.

## KOWLOON BOWLING GREEN CLUB.

### DEVELOPMENT OF SOCIAL LIFE IN THE NEW TERRITORY.

As a safeguard as well as an amelioration of a dreary existence the club house stands pre-eminent, when its facilities for extravagance are not abused, and in this respect Hongkong is far from poverty stricken. The Island's clubs are numerous, well-conducted, restrained in tone, and whether athletic purely or simply social are valuable adjuncts to our life. The New Territory on the other hand has but little to offer to the young man “at large” after King Sol has bidden him good-day. Of athletic clubs he has if not a surplus at least, a sufficient quantity, but the social life of Kowloon is sadly in need of the exhilaration which it cannot obtain from its own hearthstone any more than can other communities. The Kowloon Bowling Green Club, or at any rate a portion of its members, propose to remedy this defect, and the suggested extension of the Club into an active centre of social life will be put before the members at the meeting to be held on Monday next.

Briefly, it is proposed to build a commodious and well-appointed club house in the corner space formed by Austin Road and the pathway leading to the Kowloon Cricket Club grounds. A sketch design has been drawn by Mr. Colbourne Little of the suggested structure. It shows a fine, well-ventilated building, comprising a large bar, a main or club room, capable of containing three billiard tables, a ladies' room and a library, with the usual offices, such as boys' quarters, kitchen, gardener's store and lavatories. A broad verandah extending the full length of the house faces the greens. This design will be submitted to the consideration of members at Monday's meeting.

The proposal is an ambitious one, but, as far as we may judge, is well within the scope and power of the Club, which is not now fully adequate to the needs of its members. Primarily a bowling club, it nevertheless gladly harbours many members who do not exercise in the ancient game, and croquet and tennis are quite features of its life. On the social side it demands expansion, and since its finances are in such a satisfactory state there does not appear to be any reason why it should not benefit itself and Kowloon generally by “rising to the occasion.” Its growth is to be welcomed so long as it takes thought unto itself and adds cubits to its stature—carefully. This is the point that the meeting on Monday must decide; but we hope that there is very little doubt as to the decision. The extension is needed, even with the present membership of the Kowloon Bowling Club, and were it an accomplished fact we are sure that that membership would greatly increase. Given the financial ability to extend, from every point of view the new club house would prove of value to Kowloon, which, as we have said, is in need of some such rendezvous.

Those who recall the inauguration of the Club have marvelled at the enthusiasm which has always been displayed by the members. Whenever a sound project has been mooted they have always been intensely loyal to the club's best interests, and we feel sure that the confidence now shown by the members who are keen on the erection of a solid brick building will not be misplaced.

Of course, there are many who deprecate any action in this direction being taken at present, being inclined to believe that the idea might be entertained at a later date when the membership roll would be enlarged and the funds better than they are at present. For ourselves, we believe that the hour has come when the oldest sports club in the New Territory should make a bold effort to cater for other tastes than bowling.

Men will probably be found ready and willing to take up debentures on a solid structure, owned by clubbites who have proved in the past their loyalty and shown their undiminished enthusiasm. The question of finance, no doubt, can be overcome as has been done in recent years, although it must be borne in mind this programme of an eight thousand dollar structure is distinctly ambitious for a small club!

Again the somewhat conservative view will be entertained that the club was primarily established for the cultivation of a taste for and proficiency in the game of lawn bowls. But in this we can only point to the fact that a large section of the members have displayed keen interest in lawn tennis as well as in croquet, and moreover, the club as represented by its committee has approached the Government from time to time for concessions of land in order to comply with the wishes of tennis players as well as croquet experts.

All this having been done in the past, there is little ground for those who contend that the Bowling Club should remain a Bowling Club only for years to come.

The idea of widening its range of interest for members is a commendable one, and we feel sure that if the moment is not seized upon, as it will possibly be lost for ever, as other clubs are equally as prosperous as the K.B.C.C. and realise that there exists a long felt want in Kowloon for the establishment of a clubhouse which presents many and varied innocent attractions.

Kowloon people have confidence in the future of the New Territory, and having confidence there is no reason why they should not exemplify it by catering not necessarily for the wants of to-day, but for those which future years may demand.

#### RAILWAY FATALITY.

(THE “TELEGRAPH” CORRESPONDENT.)  
Canton, March 28.

A few days ago a sad tragedy occurred on the Five Eyes Bridge railway station. An old woman was walking on the line when the train from Tatsien arrived. She was unable to get out of the way in time and was knocked over by the locomotive. Death was instantaneous.

#### The Weather Forecast.



On the 29th at 12.05 p.—The barometer continues to fall over S. China and Tongking, probably owing to the formation of a depression over W. China. Pressure remains high over S. Japan and adjacent waters, while a shallow depression seems to be moving Eastwards to the N.E. of Japan. Fresh E. and S.E. winds may be expected over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

#### Forecast District.

- 1.—Hongkong and Neighbourhood, E. winds, fresh; fair.
- 2.—Formosa Channel, E. winds, moderate.
- 3.—South coast of China between Hongkong and Lamocks, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, E. and S.E. winds, fresh.



## Banks.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUNDS:—  
Sinking.....\$15,000,000  
Silver.....\$15,250,000

RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:—  
Hon. Mr. Henry Kewick—Chairman.  
G. H. Medhurst, Esq.—Deputy Chairman.  
F. H. Armstrong, Esq.  
G. Balloch, Esq.  
Andrew Forbes, Esq.  
G. Friedland, Esq.  
C. S. Gabbay, Esq.  
H. A. Siam, Esq.  
H. J. STABB, Chief Manager.

Hongkong, 1st March, 1911. [20]  
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.  
INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.  
PAID-UP CAPITAL.....£1,200,000  
RESERVE FUNDS.....£1,600,000  
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.  
N. J. STABB, Chief Manager.

Hongkong, 1st March, 1911. [20]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000  
RESERVE FUND... 16,560,000

Head Office: YOKOHAMA.

Branches and Agencies:—  
TOKIO, HANKOW,  
KOBE, TIENTSIN,  
OSAKA, PEKIN,  
NAGASAKI, NEWCHANG,  
LONDON, DALNY,  
LYONS, PORT ARTHUR,  
NEW YORK, ANTUNG,  
SAN FRANCISCO, LIAOYANG,  
HONOLULU, MUKDEN,  
BOMBAY, TIENTSIN,  
SHANGHAI, CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—  
For 12 months.....4 per cent. p.a.  
" 6 ".....3-1/2 " " "  
" 3 ".....3 " " "  
" 1 ".....2-1/2 " " "  
TAKEO TAKAMICHI, Manager.

Hongkong, 27th September, 1910. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP... Gold \$3,250,000  
RESERVE FUNDS... Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—  
60 Wall Street, New York.

LONDON OFFICE:—  
36, Bishopsgate.

LONDON BANKERS:—  
BANK OF ENGLAND,  
NATIONAL & COUNTY BANK,  
LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.  
For 6 " 3½ " " "  
For 3 " 3 " " "  
For 1 " 2½ " " "  
GEO. HOGG, Manager.

No. 9, Queen's Road Central, Hongkong, 20th Feb., 1911. [19]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Limited, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

## Banks.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Chief Manager.

Hongkong, 24th Jan., 1911. [11]

## DEUTSCH ASIATISCHE BANK.

CAPITAL FUND  
PAID-UP.....Sh. Tals. 7,500,000

HEAD OFFICE:—SHANGHAI.  
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—  
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS:—  
Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENTS.

DIRECTOR:—DR. DISCONTI GEBEL-SCHAFF.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 16th Mar., 1911. [2]

## Insurance.

## CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:—  
J. A. Wattie, Esq., Managing Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Nell, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force... \$37,855,885.00

Assets..... 8,115,250.00

Income for Year... 3,566,559.00

Insurance Fund..... 8,216,813.00

LEFFERTS:—  
KNOX, Esq., Hongkong, Canton, Macao, District Manager.  
B. W. TAPE, Esq., Hongkong, District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., CMG.  
T. F. Hough, Esq.  
C. J. Laferriere, Esq.  
Hongkong, 26th Jan., 1911. [810]

## STEAM LAUNDRY CO.

YAU MATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Beaconsfield Arcade, Tel. 1032.

R. WOOD, Manager.

Hongkong, 1st Mar., 1911. [931]

## WING KEE &amp; CO.

47-49, Connaught Rd.

## SHIPCHANDLERS.

PROVISION & COAL.

MERCHANTS.

Hongkong, 28th Mar., 1911. [990]

## JUST UNPACKED.

A New Consignment of ARTIFICIAL WREATHS in PATENT DOME CASES. Simple, Strong, and Effective. All Sizes—MODERATE PRICES.

C. E. Warren & Co., 30 & 32, Des Voeux Road, Central, Hongkong, 4th Mar., 1911. [874]

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

SHANGHAI..... [Details of ship, captain, date, and remarks]

LONDON, VIA USUAL PORTS OF CALL..... [Details of ship, captain, date, and remarks]

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES..... [Details of ship, captain, date, and remarks]

SHANGHAI, MOJI, KOBE & YOKOHAMA..... [Details of ship, captain, date, and remarks]

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES..... [Details of ship, captain, date, and remarks]

For Further Particulars, apply to P. & O. S. N. Co.'s office, Hongkong, 28th March, 1911.

E. A. HEWETT, Superintendent.

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES, Manager. [25]

## GRAND HOTEL.

No. 2, Queen's Road Central, Telephone 197.

## A FIRST CLASS AND UP-TO-DATE HOTEL.

MANAGEMENT AND CUISINE UNDER EUROPEAN MANAGEMENT.

Special rates for families on application.

F. REICHMANN, J. H. OXBERRY, Proprietors. Hongkong, 11th February, 1911. [857]

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Telephone 170. Telegrams "Astor." [24]

## HOTEL GRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 22nd July, 1910. [27]

## OPEN AIR SKATING RINK.

AT BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon. 2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M. 9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4.30 p.m. to 11 p.m.

W. GALLAGHER, Manager. [26]

## BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel

BAGUIO, PHILIPPINE ISLANDS.

Hot and Cold Baths. Excellent Cuisine. Running Water in Each Room.

LIVERY STABLE and GARAGE IN CONNECTION.

Rates 5 and 6 Pesos per Day. Special Monthly Rates. [902]

## Entertainments.

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DJCK," Yokohama.

Codes used:—A.B.C. 4th, 6th Edition, Lieber's, Scott's, A 1, and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

NO 1 DOCK. NO 2 DOCK. NO 3 DOCK.

Docking Length...515 ft. Docking Length...375 ft. Docking Length...481 ft.

Width of Entrance 80 " Width of Entrance 52 " Width of Entrance 63 "

Water on Blocks...23 " Water on Blocks...26 " Water on Blocks...21.5 "

Moorings basin 600 feet by 100 feet by 25 feet deep.

VERY description of repair work is undertaken. A large assortment of material including shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons pneumatic, electric, hydraulic plants, etc. Manufacture of engines, boilers, tanks, lighters, construction of steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—  
Tel. phones: "Midrichi" Office 533, or 575, Customs Branch Office 1352, Takashimacho Office 292, or 2950, Arimachio Office 2251.

106 buildings, principally of brick and steel, 353 entrances. 13 buildings are private bonded warehouses. Floor area 73,313 square yards or 15.15 acres. Direct water frontage of 236 miles in length, part having a depth of 25 feet or more water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45-ton derricks, launches, etc.—Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 13th, 1910. [32]

## CALDBECK, MACGREGOR &amp; CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

ESTABLISHED 1864.

Hongkong, 16th January, 1911.

## ORENSTEIN &amp; KOPPEL.

BERLIN, LONDON, CALCUTTA, &c.

Manufacturers of PORTABLE and PERMANENT RAILWAYS.

Materials of every description for full size and small gauge Railways.

Locomotives, Passenger and Goods Carriages.

Rails of various gauges as well as Tracks, Switches, Turntables.

Thrupping Cars, Bogies, Signals, &c., &c.

Also Implements and Tools for Railway Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

General Agents for China: SIEMSEN & CO., Machinery Dept., Hongkong and Canton.

[38]

## WEISMANN, LIMITED.

BAKERS CONFECTIONERS CATERERS

RESTAURANTEURS

14, Des Voeux Road Central.

Hongkong, 6th March, 1911. [197]

## N. LAZARUS,

OPHTHALMIC OPTICIAN.

Prescriptions Accurately Filled.

Corner, D'Aguilar Street and Queen's Road. [929]

## GOVERNMENTAL BANK FOR CANTON.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 27.

When His Excellency Shum was Viceroy of Canton he entertained the idea of converting the official specie department into a governmental bank. The scheme was not carried out owing to His Excellency's resignation from the Viceroyship.

It is now reported that H. E. Chang, the present Viceroy, holds his predecessor's opinion and has appointed Taotai Chu as managing director of the newly converted bank. Regulations in connection with the running of the bank have already been decided upon and the new bank will soon be opened for business. It will have branches in Hongkong, Shanghai, Swatow, Hankow, Tientsin, Peking and other places.

JAPAN FISHERIES.

GRIMSBY EXPERT EMPLOYED.

Mr. Robert Bruce, a Grimsby expert upon the construction of steam trawlers and fishery appliances generally, left Grimsby on February 26 for Japan in order to act as advisor in the development of the national fishing industry.

Mr. Bruce is proceeding to Japan under contract with Messrs. J. H. Hunter and Co., of the Osaka Iron Works, a firm which is very closely connected with the Imperial Government. They own extensive shipyards, dry docks, and slipways, and have been the pioneers of trawler building in the East.

Mr. Bruce will design trawlers for them on similar lines to those employed in the White Sea fisheries, the only modifications being those required by climatic changes. He will also advise upon the type of gear to be used, and upon the storage of the catches.

SAILING SHIP SLUMP.

A HUNDRED VESSELS SOLD.

On April 29, June 3, Sept. 9, and Nov. 11 there appeared in the "Weekly Summary" lists of British sailing ships, 20 in each, which had been sold to foreigners. The accompanying list completes a total of 100 all told which had passed from the British register up to the beginning of February, 1911, or, approximately, in a period of 12 months. Fifty-five per cent. of these ships have passed to the Norwegians.

FOREIGNERS' BARGAINS.

The list is arranged in order of decreasing tonnage.

Name. Age. Tons. Price.

Dunstaffnage 18 3,120 ?

Crompton 20 2,717 ?

Ditton 20 2,000 £5,500

Fingal 27 2,455 3,500

Donna Francisca 18 2,163 5,200

Halewood 25 2,100 3,200

Tasmania 44 2,083 4,000

Allerton 26 1,983 2,600

Bucelouch 25 1,934 2,750

King Edward 19 1,657 3,400

Saxon 17 1,527 3,350

Clan Macfarlane 20 1,436 1,800

Ravenhurst 18 1,373 ?

Haddon Hall 42 1,322 ?

Thetis 25 1,205 2,000

Boasfield 24 1,292 2,300

Oelstertye 25 1,263 2,100

County of Angles 32 1,000 2,150

Cumbrian 33 990 ?

Elwy 35 769 1,000

Average 26 1,700-11 15s. per ton

## PROPOSED JOSS FARM.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 27.

A merchant has petitioned the Provincial Treasurer for the privilege of running a farm on joss sticks, joss candles, joss papers and other sacrificial articles, offering to pay the Provincial Government \$120,000 a year. The amount is to be proportionately increased if there be a good month. The Provincial Treasurer has asked the petitioner to find trustworthy shoppers to be his guarantors. Meanwhile he will send deputies to investigate the practicability of the scheme.



## THE FILIPINO LABOURER.

We have received for review a brochure published by Mr. L. E. Pinkham entitled "An Enquiry as to Amiebic Dysentery in the Philippine Islands" with special reference to Filipino emigration to Hawaii. The author deals principally with the five Visayan islands of the group, which is occupied by the most congested agricultural population known in the world. Mr. Pinkham postulates to begin with that the Filipino labourer is not a coolie; and he adds that the sooner those abroad and those at home who desire to profit by his labour realise that fact the better it will be for all concerned. By too great a degree business desires to exploit him within the Philippines and those abroad class him with Asiatic labour.

On the other hand the Filipino, dependent on his own physical efforts, must learn, he has no claim to be a public ward, but stands on his own personal merit as a labourer of commendable habits, industry, integrity and physical fitness.

The Filipinos, as a race, have always been an underfed people, says the author. This is not so much disclosed by appearance as lack of physical reserve and stamina. Their main diet in the Visayas is corn meal. Domestic fowl, pigs, fish and certain vegetables and sweet potatoes abound, as do proportionately an excessive number of people to consume them.

The writer has never failed to receive deferential, respectful, courteous treatment from the Filipino, possibly because he has never failed to be courteous to them.

Acquired from the Spaniards, the Filipino has quite fixed ideas as to courtesy and is intensely sensitive to ridicule. As a rule they prefer less wages and considerate manners rather than greater wages and humiliation. The "too" worker averages a pretty good fellow. In some higher lines of employment he is very capable, hard working and efficient.

Financial temptation were better kept beyond his reach.

Having few wants and few or no ideas as to the accumulation of property, as the needs of childhood and old age are provided for by paternal and filial obligation, he is not an ambitious worker on his own account beyond present necessity.

The theory that all men are equal, especially a Filipino and an American, has led some of the recently educated and modern dressed younger Filipinos to impute the fact by quite decidedly questionable manners. It is, however, doubtful if the better Filipino minds approve.

Where public utilities, roads, bridges and buildings have been established and a higher standard of living imposed, the Filipino has risen to the situation and there has been an increase of wages though not relative to those obtaining in America.

The most congested agricultural population known exists on the Visayas Islands and on two of these islands, Cebu and Siquijor, the country is so rough that hill-side agriculture is prosecuted to the very mountain tops on unterraced fields lying at an angle of 40 to 45 degrees. These islands are subject to droughts, and the population is increasing, hence the margin against starvation is so small the Philippine government would welcome some movement to other islands or even other insular parts of the United States.

While no survey has been made of arable land (or census since 1903) the writer, after much study, travel and observation, ventures to estimate as follows:—Island Siquijor population per arable square mile, 980; Island Cebu population per arable square mile, 700; Island Macan population per arable square mile, 1,340; Island Bantayan population per arable square mile, 840; Island Camotes population per arable square mile, 600.

The Horos Provinces of Luzon could well spare 65,000 and the southernmost provinces also a large number.

The reason why the Filipino does not emigrate is that he is something of a fatalist. His wants are few. He views to-day, not to-morrow. He loves his home, but it is a hut. He is from experience timid and suspicious. He does

not know the outside world, still he is not as ignorant as others imagine. When, in years past, he has left his island home he has not realized the benefits expected. The Filipino has the making of a pretty fair every day man, with human weaknesses, if he gets a chance. One would be foolish to idealise him and equally foolish not to give him his just dues. The Filipino is learning and if American political and educational altruism and the interests do not throw him off rational equilibrium and exploit, to his practical aversion, the opportunities in the Philippines, he will give a fair account of himself.

## POLO.

## ENGLISH TEAM TO VISIT AMERICA IN JUNE.

Major F. Egerton Green, manager of the Hurlingham Club, states that the following telegram has been sent to the secretary of the American Polo Association:—

The Hurlingham Committee thanks the American Polo Association for their cablegram, which has been fully considered. Team will be sent to play June if matches completed before the 10th.

The news that the Hurlingham Polo Committee has accepted the proposal of the American Polo Association to play the Test matches at Meadowbrook in June will be received with peculiar satisfaction, not only by those who subscribed money to enable Captain Hurdress Lloyd to organize a team, but also, says the "Times," by the larger public which always applauds a sporting attempt to recover or maintain our prestige in the domain of sportsmanship.

The acceptance is conditional upon the matches being decided before June 10 next, but there is no reason to anticipate that this stipulation will not be perfectly agreeable to our rivals. And it is quite certain that American hospitality will excel itself, in honour of Captain Lloyd and the polo players who will accompany him across the Atlantic.

## Intimations.

PO SING, JEWELLER & SILVERSMITH, No. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices. Xmas and New Year Presenting great variety of silver articles suitable for all tastes and purses. [685]

HUNG ON & CO., SHOW ROOM AND STORE at the Premises formerly occupied by A. GREEK & CO., 17A, QUEEN'S ROAD, CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or hire at moderate rates. Hongkong, 1st June, 1910. [419]

## PEAK TRAMWAYS CO., LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 10.00 a.m. Every 10 min.  
10.00 a.m. to 11.00 a.m. " 15 min.  
11.30 a.m. to 12.45 p.m. " 15 min.  
12.45 p.m. to 1.15 p.m. " 10 min.  
1.15 p.m. to 1.45 p.m. " 15 min.  
1.45 p.m. to 2.15 p.m. " 10 min.  
2.15 p.m. to 3.00 p.m. " 15 min.  
3.30 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 8.00 p.m. " 10 min.  
NIGHT CARS.  
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 min.  
9.00 a.m. to 9.30 a.m. " 30 min.  
9.30 a.m. to 10.30 a.m. " 15 min.  
10.30 a.m. to 11.00 a.m. " 10 min.  
11.45 a.m. to 12.00 noon " 15 min.  
12.00 noon to 1.00 p.m. " 10 min.  
1.00 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 6.00 p.m. " 10 min.  
6.00 p.m. to 7.00 p.m. " 15 min.  
7.00 p.m. to 8.00 p.m. " 10 min.  
NIGHT CARS as on Week Days.  
SATURDAYS.  
Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by Arrangement at the Company's Office. Alexandra Buildings, Des Voeux Road Central.  
JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st April, 1909.

## Intimations.

## THE HONGKONG RIFLE LEAGUE.

THE ANNUAL GENERAL MEETING will be held (by kind permission of Lt.-Col. Chapman, V.D.) at Volunteer Headquarters 10, MORROW, the 30th March, at 5.15 p.m.

M. S. NORTHCOTE, Hon. Secretary, Hongkong, 29th March, 1911. [1010]

## KOWLOON BOWLING GREEN CLUB.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Kowloon Bowling Green Club will take place at the Club House on MONDAY, the 3rd April, at 6.45 p.m., to discuss the advisability of building an IMPROVED CLUB HOUSE.  
By Order, D. GOW, Hon. Sec., Hongkong, 23rd Mar., 1911. [1011]

LOST: On Sunday, March 26th, between Wyndham St. (Flower Market) and Kowloon Ferry, A GOLD CHAIN BRACELET with CRYSTAL PENDANT. Reward given to anyone returning same to A. W. C/o "Telegraph," Hongkong, 27th Mar., 1911. [1001]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Cans of 375 lbs. net. In Bags of 250 lbs. net. SHEWAN, TOMES & CO. General Managers, Hongkong, 16th Aug., 1910. [14]

A LING & CO. FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING & ENLARGING.

19, Queen's Road. [803]

To Let.

TO LET.

FURNISHED, SASSOON VILLA, Pokfulam, for 9 months from 1st April, 1911. Tennis Court and Stable. For further particulars, apply to THE DAIRY FARM CO., Ltd. Hongkong, 23rd Mar., 1911. [1006]

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent. NEW and COMMODIOUS SHOPS, 7 Adrian Road, Kowloon. Immediate possession. Cheap Rental. Apply to HUMPHREYS ESTATE & FINANCE CO., Ltd. Hongkong, 15th Mar., 1911. [908]

TO LET.

TOP FLOOR of 28, NATHAN ROAD, Kowloon (The Dairy Farm Co.'s premises) for 9 months, from 15th April, 1911. For particulars, apply to THE DAIRY FARM CO., Ltd. Hongkong, 28th Mar., 1911. [1007]

TO LET.

ODOWN No. 5A, DUNDRELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED. Hongkong 1st Mar., 1911. [61]

TO LET.

A SMALL STORE next door to No. 20, Corner of D'Almeida Street, from To-day. Apply YEN YEE & CO. Hair Dressing Saloon, Hongkong, 7th Mar., 1911. [910]

TO LET.

No. 10, MACDONNELL ROAD. OFFICES in King's Buildings 4th Floor. AN OFFICE on 1st Floor, 16, Des Voeux Road Central. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED. Hongkong, 24th Mar., 1911. [160]

## Mails.

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To sail on
JESSELTON, KUDAT and SANDAKAN,.....	"BOHNE"..... Capt. F. Sumbill (T. 5,050)	SATURDAY, 1st April, at 9 A.M.
Kobe & YOKOHAMA	"PRINZ WALDEMAR"..... Capt. F. Isoko (T. 6,100)	About TUESDAY, 4th April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW"..... Capt. B. Welhelmi (T. 17,300)	WEDNESDAY, 5th April, at Noon.
SHANGHAI, TSINGTAU, Kobe and YOKOHAMA	"PRINZ LUDWIG"..... Capt. F. v. Binzer (T. 18,300)	About WEDNESDAY, 5th April.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"..... Capt. F. Isoko (T. 6,100)	SATURDAY, 22nd April, at Daylight.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD. MELCHERS &amp; CO., GENERAL AGENTS, HONGKONG.

Hongkong, 24th March, 1911. [7]



## SHORTEST &amp; QUICKEST ROUTE

BETWEEN THE FAR EAST & EUROPE.

via DAIREN.

## WINTER SCHEDULE.

(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.			
1st Class	2nd Class	3rd Class	4th Class
\$10	\$5	\$3	\$2
Y14.95	Y11.50	Y11.50	R 9.60
Shanghai (Steamer) Lv. Dairen (S.M.R. Train) Lv. Mukden (S.M.R. Train) Lv. Changchun (S.M.R. Train) Lv. Harbin (S.M.R. Train) Lv.	6.00 p.m. 2.15 a.m. 3.00 " 9.55 " 11.35 " 7.25 "	Thurs. Sat. Sun. Mon. Tues. Wed. Thurs. Fri. Sat.	State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow.
Connecting at Harbin with			
SOUTH BOUND.			
R 9.60	Y11.50	Y11.50	Y14.00
Harbin (S.M.R. Train) Lv. Changchun (S.M.R. Train) Lv. Mukden (S.M.R. Train) Lv. Dairen (S.M.R. Train) Lv. Shanghai (Steamer) Lv.	7.50 p.m. 6.10 a.m. 7.09 " 1.46 p.m. 2.00 " 10.30 " Noon 7.25 "	Mon. Tues. Thurs. Fri. Sat. Sun. Mon. Tues. Thurs. Fri. Sat. Sun.	State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow. State Ex-press for Moscow.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra Fee.....Y3.00 Sleeping Car Supplement.....Y6.00

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

## SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

## FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chetoo, Shanghai, Hongkong, Singapore and Penang.

## MINING DEPARTMENT, SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD. Hongkong, 20th January, 1911.

## Public Companies.

## A. S. WATSON &amp; CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Hongkong, on MONDAY, the 3rd day of APRIL, 1911, at 11.30 o'clock in the forenoon, when the subjoined Resolutions will be proposed:—

(1) That Article No. 80 of the Articles of Association of the Company, which now reads:—

"As remuneration for their services the General Managers shall retain or be paid out of the funds of the Company a salary at the rate of Seven thousand and Two hundred dollars per annum; and a commission of five per centum on the net profits of the Company in every year in which the net profits shall amount to seven per centum of the capital of the Company"

be amended by substituting therefor the words

"in which the net profits shall amount to seven per centum of the capital of the Company"

in the sixth and seventh lines thereof.

(2) That Article No. 92 of the Articles of Association of the Company, which now reads:—

"The Consulting Committee other than the General Managers shall be paid out of the funds of the Company by way of remuneration Two thousand Five hundred dollars for each year that the net profits amount to seven per centum of the capital of the Company and such remuneration shall be divided among them in such proportion and manner as the Consulting Committee may determine and in default equally"

be struck out and that in lieu thereof the following Article be inserted:—

"Article No. 92. Each member of the Consulting Committee not being a member of the General Managers' firm shall be paid out of the funds of the Company by way of remuneration for his services the sum of Five hundred dollars per annum."

(3) That Article No. 104 of the Articles of Association be struck out and that in lieu thereof the following Article be inserted, namely:—

"Article No. 104. All dividends unclaimed for one year after having been declared may be invested or otherwise made use of by the General Managers for the benefit of the Company until claimed; and all dividends unclaimed for five years after having been declared may be forfeited by the General Managers for the benefit of the Company. This clause shall not be deemed to constitute the Company a trustee of unclaimed dividends and no dividends shall bear interest as against the Company and a dividend shall not be deemed a specialty."

(4) That the above Resolutions shall be retrospective in their effect and that the alterations in the Articles of Association of the Company thereby affected shall be deemed to have been effected and to have come into force as on the first day of January, 1910.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation at Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated this twenty-fourth day of March, 1911.

By Order, JOHN D. HUMPHREYS & SON, General Managers.

995]

## Public Companies.

## F. P. DANENBERG, The Royal Aerial Waters Manufactory Company, Limited.

NOTICE is hereby given that the FIRST ORDINARY MEETING of the above Company will be held at Messrs. Harry Wicks' Office, St. George's Building, TOMORROW, the 30th day of March, 1911, at 4.30 p.m., for the purpose of complying with Sec. 90 of the Companies Ordinance of 1869.

Hongkong, 23rd Mar., 1911. [989]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 15th April to the 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 22nd March, 1911. [986]

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statements of account to 31st Dec., 1910; and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 15th April to the 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 22nd March, 1911. [986]

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.

司公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened the FURNITURE STORE at

No. 59, Des Voeux Road Central, The only Shop in Hongkong with this name.

## WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co. 18th May, 1891.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED. Hongkong, 8th August, 1908.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, Poychow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

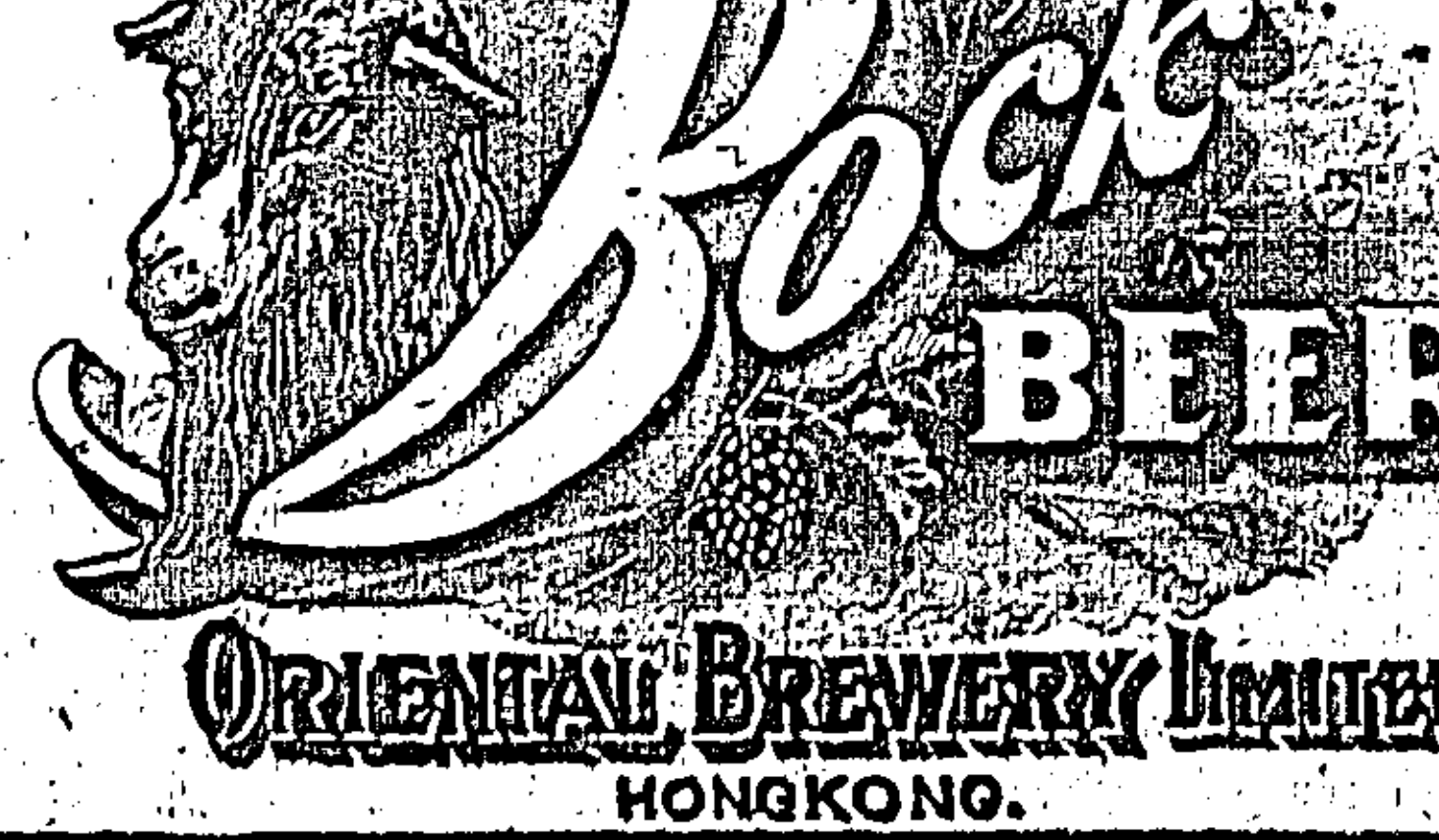
TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHIED.

FOREIGN MONIES exchanged.

992] QUIET OFFICE:—LUDGATE CIRCUS, LONDON, E.C.





## Intimations.



**A. S. WATSON &  
CO., LD.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT  
MERCHANTS.

**WATSON'S**

**E**

VERY OLD LIQUOR

**SCOTCH**

**WHISKY**

A Blend of the Finest Pure

Malt Whiskies distilled in  
Scotland

**GENUINE AGE**

**AND**

**FINE MELLOW**

**FLAVOUR.**

**Robert Porter & Co.'s**

**BULL DOG**

**BRAND**

**GUINNESS**

**STOUT**

in PINTS and SPLITS.

**A. S. WATSON &  
CO., LD.**

ALEXANDRA BUILDINGS,  
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish  
correct information, to serve the truth  
and print the news without fear or  
favour.

Cable Address: Telegraph  
Hongkong.

A. B. C., 5th edition  
Western Union.

## THE

**Hongkong Telegraph**

HONGKONG, WEDNESDAY, MARCH 29, 1911

**HONGKONG'S CHILDREN.**

The lamentable death of the little daughter of Mr. and Mrs. Green draws attention to the terrible danger which menaces Hongkong children in the charge of careless amahs. It is said the little girl ate of some poisonous berries and died shortly afterwards, and what she, poor child, did may easily be copied by other Hongkong "kiddies" with equally sad results. The danger is serious and is one that can only be met by concerted action of parents and the public authorities. We fear that Hongkong would not find it easy to adopt the Australian legislation in regard to poisonous growths. In the Commonwealth the presence of noxious or poisonous weeds on property is punishable by a heavy fine, if these are not destroyed after attention has been called to them by the properly appointed officers. This is a wise if drastic step, and while we would welcome it in Hongkong we cannot suggest any way of doing it here with success. The obvious alternative is to provide some place or places suit-

able as to surroundings, shelter and beauty where children could obtain the exercise and fresh air that is so necessary for them. These places, parks, playing grounds, call them what you like, could be kept free of such dangers to life as the Deadly Night Shade or other poisonous if attractive growths. Our children are very badly off in this respect. In Tientsin and Shanghai they have properly arranged and exclusive gardens, policed by the Municipalities, where they may enjoy the bright hours of the day without being exposed to any danger whatever. Here, the public roads seem to be considered good enough for our future citizens, and we need hardly point out to parents and guardians that the physical dangers of these are even less than the moral ones. It is not good for children of European birth to be forced to take the highways and byways as their playing grounds, even if their amahs be the most conscientious and scrupulous of their kind. There is always a number of "out-of-wash" along these roads who are only too anxious to enter into conversation with amahs, to the physical and moral danger of the latter's charges. A paternal government that would willingly exclude all women from public bars in order to improve the "tone" of the Colony, might expend a little of its legislative energy upon the problem of the children. They need to be protected from their own ignorance, from the carelessness of amahs—and even the best nurse-maid is careless at times—and above all they need to be protected against those moral dangers at which we have hinted. The Public Gardens, were they accessible to all children and were they exclusive, which they are not, would be a good example of what is required. We earnestly trust that something will be done in this direction, and that parents who are not so fortunately situated as to have salubrious grounds of their own wherein their children can play, will bring what pressure and influence they may to bear on the problem in Kowloon.

## HONGKONG DAY BY DAY.

The annual Oxford and Cambridge dinner will take place at the Hongkong Hotel.

The move of No. 4 Coy. H.K.S.B. R.G.A., from Singapore to Hongkong, is postponed.

An excellent programme is nightly being presented at the Bijou Theatre in Flower Street.

A reader wonders whether there are sufficient men from Lancashire here for an annual gathering.

A Fong sends us a very good photo of Mr. Van den Born flying in a plane, and another of the aeroplane on the sand.

Lieut. D. W. D. Kim, I.A.S., arrived in the Command, per s.s. "Japan," on 27th instant (from temporary duty at Colombo and Singapore).

By instruction of Commander Beekwith, R.N., the steam launch Marlow will be sold by public auction on 8th April, at 11 a.m., at the Harbour Office wharf. The launch was built at the Kowloon Dock.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—C. C. Knight, Esq., \$20; C. Pemberton, Esq., \$15; J. R. Wood, Esq., \$10; W. Pringle, Jr., Esq., \$10; A. G. Gordon, Esq., \$10; J. Lomax, Esq., \$10; Wondt & Co., \$10; J. F. Miller, Esq., \$5; Uldersop and Schluter, \$5; H. H. Co., \$5; Jorge & Co., \$5.

## GOVERNMENT TRADING.

## AN INTERESTING QUESTION FOR HONGKONG.

The protest of the Hon. Mr. Kowloon at the recent meeting of the Hongkong and Kowloon Wharf and Godown Company against the "disposition on the part of the authorities" to enter into competition with the Company by building wharves and godowns on the Hinghom reclamation, is made the subject of some interesting remarks in the current number of "Capital and Commerce."

The paper asks 'how far the trading of the Government, which in the course of such trade must necessarily come into competition with the average trader, is compatible with good government?' and it goes on as follows:—There are certain industries the entry into which of Government or other public corporations, with unlimited actual capital or potential capital in the form of credit at their command, is not very desirable. It makes people lose the incentive to compete with each other and create a healthy tone and expanding business.

Government trading, whether in the form of monopolies or in any other form—is permissible when the average trader has no chance of undertaking the operations in large numbers, and in cases where competition will not be healthy. In this connection it must be understood that competition, while healthy to a certain extent, is detrimental to the trade of the country in a number of instances. An example may be found in the competition of the railways in the United States which usually results in the wealthiest corporation swallowing up the ones with moderate capital, and then bringing the public, as it were, to its knees. In such instances it is right that Governments should undertake the works themselves—enterprises intimately connected with the daily life of the population—where even if the enterprises should be private the government will have to interfere in its working to a very great extent, in order that the public may not be tyrannised.

We need scarcely add that these reasons for government competition do not apply to the problem as exhibited in Hongkong.

## PREVALENCE OF ROBBERIES.

## IN THE COLONY.

The prevalence of robberies in the Colony seems to show no sign of abatement. In Possession Street last night two Chinese highwaymen attempted to hold up two Chinese women. Fortunately, assistance was at hand and the robbers ran into the arms of a district watchman, who managed to secure both men and handed them over into police custody.

At Samshipo village, two Chinese robbers broke into a dwelling yesterday and, after intimidating the occupants, got away with goods and valuables to the value of \$76.

An abortive robbery is also reported from Hungshom. In this instance the thieves took flight and fled.

## NEW INSURANCE COMPANY.

## AT CANTON.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, 28th March. Mr. Choung Tin Man, the Manager of the Wan Hong Life Insurance Company at Shanghai, has been on a visit here, and intends to establish a life insurance company in the city with a capital of about five hundred thousand dollars, to be called up in shares. His idea of starting a life insurance company in Canton is to prevent the leakage of Chinese wealth into foreign countries. He has petitioned the Canton Viceroy on the subject. His Excellency has instructed the local authorities to allow the petitioner to find a site for the proposed concern, and to afford him protection.

## POLICE COURT.

## ALLEGED THEFT OF SANDALWOOD.

Before Mr. J. R. Wood this morning at the Magistracy—two men and two women—by name Sheung Shiu Tso, Ho Ngau, Loung Ho, and Chan Tso—were charged with being in unlawful possession of eleven piculs of sandalwood alleged to have been stolen from a vessel in the harbour. The sandalwood was seized by Sergeant Wills on board a junk at Wanchai anchorage. The defendants pleaded not guilty and were represented by Mr. J. H. Gardiner. Mr. F. B. L. Bowley conducted the prosecution on behalf of the Crown. A fifth defendant, Liu Yau, was absent.

Mr. Bowley said he desired to prefer a charge of receiving stolen property against the whole lot.

His Worship—What application do you make on behalf of the absentees?

Mr. Bowley—I think a warrant for his arrest.

His Worship—He is out on bail of \$20.

Mr. Bowley—I would ask for arrestment of the bail and a warrant for his arrest.

Mr. Gardiner—Do I understand that this is in substitution of the other charge?

Mr. Bowley—In addition to the other charge.

His Worship—A warrant will be issued for the arrest of Liu Yau and the bail will be estreated. I take it that this is an alternative charge, Mr. Bowley?

Mr. Bowley—It is an additional charge.

His Worship—Would you ask me to convict on both charges?

Mr. Bowley—At present it all depends upon the facts. I wish to put forward both charges.

The defendants all pleaded not guilty.

Mr. Bowley—I take it that your Worship will fix a substantial bail. It is a very serious offence that is charged.

His Worship—I will have to raise the bail.

Mr. Gardiner—I trust your Worship will not make it prohibitive. The junk people are here and the junk also here.

His Worship—Are you holding the junk, sergeant?

Sergeant Wills—No, your Worship.

The hearing of the case was fixed for Friday next at 2.15 p.m.; bail \$200 each.

Before Mr. J. R. Wood at the Police Court this morning, Sergt. Garrard of Stanley prosecuted a Chinese for despoiling trees on the hill-side—a somewhat common offence in the outlying districts of the island. His Worship imposed a fine of \$4.

A ricksha coolie who was charged before Mr. E. R. Hallifax with assaulting and robbing a European to the extent of \$60 at Happy Valley on Saturday was convicted of robbery from the person and sentenced to 12 months' hard labour and six hours' stocks.

Before Mr. Hallifax a Chinese tailor of Stanley Street was charged by Mrs. Sachse of Kingsclere Hotel with stealing a \$100 bill. He pleaded not guilty and the case was remanded till to-morrow. The allegation is that the defendant took the bill from amongst other notes which were left lying on a sofa when he was in the house for tailoring purposes.

## FUTURE OF KIAO-CHOW.

## FIRST TRADING PLACE IN THE EAST.

Lecturing recently in the Commercial Chamber at Cyfoed, on the German Colony in China, Captain von Amelnunzen Bonn expressed the opinion that Kiaochow had the finest prospects of all the German overseas possessions. He went so far as to think that, in course of time, Kiaochow may become the first trading place of the Far East. Its future was assured, because of the excellent coal mined in its hinterland, which was also of the greatest importance for the German Fleet, and also by the circumstance that it would at some time become the principal entrance to the giant territory of North China. The speaker saw no reason whatever for pessimistic views.

## LOG BOOK.

## PILOTAGE DUES AT ANTWERP.

A good deal of controversy has been raised of late by shipowners and others as to excessive pilotage charged to vessels coming to Antwerp. It will surprise many to know that in a treaty signed in 1863 between Rotterdam and Antwerp a clause exists which is as follows:—"The pilotage dues on the Scheldt shall never exceed those in force to the estuaries of the Meuse." This clause has been openly violated by Holland since April 1875, and through ignorance or want of attention, neglected by the Belgian Government. An example is given of the manner in which the present scale of pilotage works against Antwerp, and in favour of Rotterdam. A vessel of sixty decimeters (about 20 ft.) draft of water pays from the sea to Antwerp \$53.37. A vessel of the same draft pays from the sea to Rotterdam \$12.85, or a difference against Antwerp of \$40.52. The pilotage outwards works out with about the same result.

## A SHIPPING DISPUTE.

In connection with the collision in Moji harbour, between the steamers Banderan, 4,074 tons, and Shunsho, 1,546, owned by a Korean, Captain A. Thompson, of the Banderan, has lodged an application in the Kobe Ku Saiban-sho for the preservation of evidence against Tsai Jentsung, the owner of the Korean steamer, residing at Gensan, Korea. The application says that while the applicant's steamer, which had arrived at Moji from abroad on the 26th ultimo, was moored to No. 2 buoy off Moji Harbour Office, the respondent's steamer entered the harbour on the 4th instant and came into collision with the former vessel. As a result the applicant's steamer was damaged owing to carelessness on the part of those in charge of respondent's steamer. The applicant therefore prayed that, before the Court would proceed to hear and order two experts to examine the extent of the damage sustained by the vessel.

## CHANGES ON BOARD.

The following movements are reported:—Mr. G. Langford, chief officer, Linan, has gone acting master, Hoilow; Mr. C. R. Meekum, from leave, has gone chief officer, Linan; Mr. A. MacKay, acting chief engineer, Chin-hui, has gone chief engineer, Chingking; Mr. T. McIntyre, chief engineer, Chingking, has gone chief engineer, Chin-hui; Mr. W. J. French, acting master, Hoilow, has gone on reserve; Mr. J. S. de Wolf, chief officer, Shao-shing, is on leave; Mr. R. J. Stephen, supernumerary, Pokin, has gone acting chief officer, Shao-shing; Mr. N. McArthur, third engineer, Shao-shing, has gone third engineer, Anhui; Mr. A. McGregor, third engineer, Shao-shing, has gone third engineer, Newchwang; Mr. R. P. Maitland, acting second engineer, Newchwang, is on leave; Mr. R. Podin, from leave, has gone acting second engineer, Newchwang; Mr. G. F. Ramsay, third engineer, Newchwang, is on leave; Mr. R. Fox, supernumerary, Pokin, has gone third engineer, Newchwang; Mr. A. G. Smith, chief officer, Onsang, has gone acting master, same ship; Mr. F. J. Gill, second officer, Onsang, has gone acting chief officer, same ship; Mr. H. P. Robinson, third officer, Onsang, has gone acting second officer, same ship; Captain F. Wheeler, of the Loongsang, has gone master, Kuinsang; Mr. A. C. Kennedy, chief officer, Loongsang, has gone acting master, same ship; Mr. D. McArthur, supernumerary, Chingking, has gone acting chief officer, Loongsang; Captain W. G. Loock, of the Kuinsang, is awaiting orders; Mr. R. G. Marquis, chief officer, Kuinsang, has gone chief officer, Kuinsang; Mr. E. W. Schenk, chief officer, Kuinsang, has gone chief officer, Kuinsang; Mr. A. V. Howes, supernumerary, Kuinsang, has gone second officer, Kuinsang; Mr. W. W. Brown, second officer, Kuinsang, has resigned; Mr. P. J. Gibson, from leave, has gone supernumerary second officer, Kuinsang; Mr. A. G. Gardner has been appointed fourth officer, Kuinsang; Mr. C. F. Holmes, awaiting orders, has gone second officer, Kuinsang; Mr. J. L. Sheehan, second engineer, Kuinsang, is awaiting orders.—"Lead-ing Light."

## A NEW PROJECT.

## DIRECT CHINESE SERVICE TO EUROPE.

The most striking note of progress that we have heard for the year, says the "Hankow Daily News," is the projected enterprise of a few Chinese merchants of Peking who contemplate establishing a shipping service direct between China and Europe.

The proposed capital is to be twenty-five million taels; it is to be private money; the fleet is expected to be comprised of thirteen large steamers; the run will be between Shanghai and a British port; the first deal is expected to be for the P. & O. Company's "Malacca," later a special river service will be started to cater for trade between Shanghai and up-river ports to Ichang.

Such are the facts in brief. The China Merchants Steam Navigation Company are to be the local agents. Now, what of the possibilities?

In local shipping circles, although definite opinion by those who should know most of the opportunities as lay open, for such a company is not freely expressed, it is believed that now is the time for a Chinese company to cater for direct transshipping trade between China and Europe. China's imports are continually increasing, and with the opening up of the country we may assume that the demand for foreign merchandise will be increased a hundredfold; her exports are going ahead by leaps and bounds. It may be said that China's export trade with Europe is but in its infancy. As to the possibilities of getting the trade, we think there can be no doubt that a very high standard will have to be laid, down if the venture is to take a stand side by side with Occidental companies. If this company determines from the first to do away with all "maskee-ism," in supportable in so many Chinese undertakings in recent years, to free the venture from "squeeze-ing" and all doubtful and dishonest practices, to keep a keen eye on the exchequer so that the capital cannot percolate down through undiscoverable leaking channels, and to invest only strictly capable men with administrative and executive powers, its future should be highly successful.

## THE YUNNAN AFFAIR.

## THREATS OF A BOYCOTT.

## THE "TELEGRAPH" CORRESPONDENT.

## Canton, March 28.

His Excellency the Canton Viceroy is in receipt of a telegram from the Ministry of Foreign Affairs, saying that many Chinese newspapers are circulating unfounded rumours regarding the Pienma dispute between Great Britain and China, and are commenting on the subject in inflammatory and hostile terms. As a result, many students pursuing their education in foreign countries have been misled by these articles, and are reported to be writing to their provincials in the mother country, suggesting a boycott of the foreigners concerned by way of retaliation. The Ministry considers such mischievous action will not only tend to mislead the people, but break the friendship between the two countries, and asks the Viceroy to keep a sharp look-out for those evil-doers from time to time, so as to prevent the creation of trouble of this kind.

## FAMINE IN CHINA.

## MAGNIFICENT GIFT.

Mr. Quan Kai, comprador of the Pacific Mail Steamship Company, recently received a cable-gram from Mr. T. B. Wilcox, President of the Portland Flour-Mills Company, Portland, Ore., of which company Mr. Quan Kai is the agent at Hongkong, placing at his disposal, to be disbursed as he deemed wise, the sum of \$5,000.00 (gold) for the relief of famine sufferers, this amount having been subscribed by the citizens of Portland. With the assistance of the Viceroy of Canton \$10,000.00 Chinese currency is now being used to purchase rice and provisions, for distribution in the Canton district, while the balance of the fund, \$2,193.00 Chinese currency, is being disposed of in the same way in the province of Anhwei.

## THE ARMY ESTIMATES.

## PROGRESS OF AVIATION.

The Army Estimates for 1911-12, issued last month, show that the total sum required for the ensuing year is £27,690,000, as compared with £27,760,000 for last year, or a reduction of £70,000, providing for 186,400 officers and men, an increase of 2,200.

In the course of the customary Memorandum, Mr. Haldane explains that the extinction of annuities created under the Barrack Loan produces for next year a reduction of £304,000, but against this have to be set an increase of £20,000 under the Military Works Loan, £80,000 for military expenditure in connection with the Coronation, and increased grants of over £200,000 to the Territorial Force, though the net increase on the Territorial vote is only £105,000.

The prevailing activity in trade is having its usual effect in diminishing the supply of recruits in some quarters, but the War Secretary anticipates that the establishment of the Army as a whole, including the British Army in India, will be full on March 31st next.

Recent experience has disclosed a disquieting lack of elasticity in the supply of qualified candidates for entry at Sandhurst, and certain alterations in syllabus, etc., are therefore made in addition to the establishment of a number of prize end-ships at Woolwich and Sandhurst.

Various alterations are made with regard to the terms of service for men in the Special Reserve, while in the case of Reserve officers it has been decided to reduce the period of twelve months for infantry officers to six, and it is pointed out that further measures may be found necessary hereafter to fill vacancies for officers.

## THE TERRITORIALS.

The only important change in the Territorial force is the addition of three more cyclist battalions. The strength of this force on January 1 of this year falls below that of the corresponding date last year by five officers and 4,880 men, but present indications, says Mr. Haldane, are encouraging.

As regards aeroplanes, £85,000 is provided in the estimates for new dirigibles and aeroplanes and for staff and other expenses, while £28,000 is taken for the construction of a large new shed at Farnborough and the improvement of that at Wormwood Scrubs.

There are now five aeroplanes available for Army work of the Wright, Farman, Paulhan, Blériot, and Hanriot types respectively, and patterns for further supplies will be selected in accordance with results of trials with these, in addition to two small aeroplanes made in the Army factory and one large Clement-Bayard airship.

Mr. Haldane hopes that a second large airship of the Lebaudy type and one of medium size, now well advanced in manufacture, will be ready for use this summer.

In addition to the estimated number of all ranks of the establishment, a further 75,884 form the Indian Army, which is charged to the revenues of India.

## THE SPECIAL RESERVE.

Dealing with the Special Reserve, Mr. Haldane says the necessity for making some alteration in the organization has become manifest, and as a proportion of those men who are members of the Army Reserve would willingly serve in the Special Reserve, but are barred by the age limit, the terms of enlistment will be altered so as to admit of the entry of these men. The present annual period of twenty-one days for field training will be increased to twenty-seven days, and recruit drill shortened from six to five months. Steps to meet the efficiency of subalterns in Special Reserve battalions will be carefully considered.

## ACKNOWLEDGMENT.

Mr. and Mrs. Green beg to thank all those friends who so kindly sent wreaths and expressions of sympathy in the bereavement of their daughter Daphne. [1013]







## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO'S  
Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF CHINA" Saturday, April 8th.	"EMPRESS OF IRELAND" Friday, May 5th.
"MONTEAGLE" Tuesday, April 18th.	
"EMPRESS OF INDIA" Saturday, April 29th.	"ALLAN LINE" Friday, May 26th.
"EMPRESS OF JAPAN" Saturday, May 20th.	"EMPRESS OF BRITAIN" Friday, June 16th.
"EMPRESS OF CHINA" Saturday, June 10th.	"ALLAN LINE" Friday, July 7th.
"MONTEAGLE" Wednesday, June 28th.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked for all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special Rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	YUENSANG	Saturday, 1st April, 2 p.m.
MANILA	LOONGSANG	Saturday, 8th April, 2 p.m.
SHANGHAI, Kobe and Moji	NAMSANG	Tuesday, 11th April, Noon.
SINGAPORE, PENANG, & CALCUTTA	FOOKSANG	Saturday, 15th April, Noon.

## RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 216. General Managers.

Hongkong, 29th March, 1911.

## BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER and SEATTLE via  
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"STRATHGORD" "SUVERIC"	3,380 6,232	Liamont F. S. Cowley	13th April 4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on Through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucero" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,  
KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 17th March, 1911.

[8]

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE.	TANGO MARU, Capt. K. Kawara, Tons 3,000	WEDNESDAY, 12th April, at Daylight.
PENANG, COLOMBO AND PORT SAID.	KAMO MARU, Capt. F. L. Sommer, T. 2,000	WEDNESDAY, 20th April, at Daylight.

VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 25th April, from KOBE
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VICTORIA, B.C., & SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 25th April, at Noon.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, Townsville and Brisbane.	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 14th April, at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6,000	FRIDAY, 12th May, at Noon.

NAGASAKI, KOBE and YOKO.	KUMANO MARU, Capt. M. Winkler, Tons 6,000	WEDNESDAY, 12th April, at 7 a.m.
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KOBE and YOKO.	AKI MARU, Capt. K. Honma, Tons 7,000	THURSDAY, 30th Mar., at 4 p.m.
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BOMBAY, &c.	CEYLON MARU, Capt. Fred. Pyne, Tons 6,000	TUESDAY, 4th April.
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† Fitted with new system of wireless telegraphy. † Cargo only.

\* Carries deck passengers.

## PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG

## To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Tango Maru	3,000	12th April	To London, per New Steamer
			1st class Single...Y550
			2nd class Single... 325
			Return... 325
Kamo	3,000	20th "	1st class Single... 360
			2nd class Single... 240
			Return... 240
Aki	7,000	10th May	1st class Single... 500
			2nd class Single... 340
			Return... 340
Mishima	3,000	24th "	1st class Single... 340
			2nd class Single... 240
			Return... 240

## To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Tamba Maru	7,000	25th April	To Pacific Coast Common Points
			1st class Single...Y300
			2nd class Single... 221
Awa	7,000	23rd May	To London via New York
			1st class Single...Y500
			via St. Lawrence
Inaba	7,000	20th June	1st class Single...Y59

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage Sailing, &c., apply to

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Port	STEAMERS.	To Sail.
SHANGHAI	"ANHUI"	9th Mar., 4 p.m.
HAIPHONG	"SUNGKIANG"	9th Mar., Noon.
CHEFOO & NEWCHWANG	"NANCHANG"	9th Mar., 4 p.m.
TSINGTAU & TIENTSIN	"HUICHOW"	9th Mar., 4 p.m.
NINGPO & SHANGHAI	"HUPEH"	9th Mar., 4 p.m.
SHANGHAI	"CHENAN"	1st April, Midnight.
MANILA, CEBU & ILOILO	"TAMING"	4th April, 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	10th April, 4 p.m.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor is carried. REDUCED FARES—Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lintan, Chinshu)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 15.

Hongkong, 28th March, 1911.

[9]

## Shipping—Steamers

## HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking Cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

## Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Rotterdam & Hamburg:
S.S. Suavia ..... 7th April	S.S. Preussen ..... 1st April
"Bayern" ..... 20th April	For Marseilles, Rotterdam & Hamburg:
"Frankfurt" ..... 6th May	S.S. Alasia ..... 14th April
"Scandia" ..... 19th May	For Havre, Rotterdam & Hamburg:
"Slavonia" ..... 4th June	S.S. Rheinfels ..... 22nd April
For Further Particulars, apply to—	For Havre, Bremen & Hamburg:
	S.S. Seegambin ..... 21st April

Hamburg-Amerika Linie,  
Hongkong Office.

Hongkong, 25th March, 1911.

TOYO KISEN  
KAISHA

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINE.

## SAN FRANCISCO LINE

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Chiyo Maru	21,000	W. W. Groves	Friday, April 14, 1 p.m.
America Maru	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triply Screw, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 14th April, at 1 p.m.

## SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO.)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinojuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG,

TO SAN FRANCISCO ..... 45-0-0, Single

"NEW YORK" ..... 60-0-0, "

"LONDON" ..... 71-10-0, "

"..... 120-0-0, Return 6 Months

"..... 125-0-0, " 24 "

"SALINA CRUZ or MANZANILLO Yen. 420.00, Single

"VALPARAISO Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned

and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioners of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way.

Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine

Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American

Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

8668

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OUR  
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

KWANGTUNG AND LOCAL TAXATION.

Hongkong is not the only place

in South China where the question

of taxation is exercising the minds

of those responsible for the carry-

ing on of government. The same

anxiety, and indeed, a more keen

restlessness, is manifested in

Kwangtung, as late issues of the

"Chung Kwok Po" clearly show.

There has recently been appear-

ing in the columns of our con-

temporary a series of discussions

as to taxes generally and the

probable increase in the levy upon

tobacco. With regard to this

latter two rates of taxation are

proposed, the one dealing with

the leaf and the other with cut

tobacco. General anxiety also

prevails about the suggested taxes

which are to take the place of the

gambling revenue. It appears

that much real concern is shown

in regard to this because the in-

come is already earmarked, either

for the support of the local military

system or to pay interest on foreign

loans and to discharge foreign in-

debts. Money for these pur-

poses must be forthcoming, and

its collection cannot be delayed.



## FINANCIAL NEWS.

The improvement in silver has made further headway during the week, says the "L. & C. Express" of Feb. 24. The recent fall has caused the local banks in China, to sell sterling somewhat freely in reduction of their over-bought position, and this, in conjunction with a certain amount of export business, has brought buying orders, not only to this market, but to the Indian bazaar, while in addition India has been a moderate buyer for the March settlement. Messrs. Samuel Montagu and Co., in their weekly circular, write: "The improvement has been caused by purchases for shipment and also for forward delivery on account of China, where exports from the southern districts had been stimulated to some extent by the relatively low rates of exchange. It is a reminder that though the interference of the plague with business is undoubtedly serious, and the trade interests of China—notwithstanding the widespread of the country—are closely interwoven, yet, after all, the trouble is so far local, and other important trade centres cannot remain at a standstill. A shipment of \$35,000 has been made from San Francisco to Hongkong."

## SHANGHAI SHARES.

The quotations from the Stock Exchange on the 23rd were:—H. & S. Banking Corporation, Ltd. shares at \$912-1/2 for cash; Tebing Rubber and Tapioca Estate Co. shares at \$18-3/4 for cash; Siam Rubber Estate, Ltd. shares at \$13-1/2 for cash; Anglo-Java Estate, Ltd. shares at \$17-1/2 for cash; Gultulumpung Rubber Estates, Ltd. shares at \$14-1/4 for cash; Ziangbe Rubber Co., Ltd. shares at \$16-1/4 for cash; Amherst Rubber Estate, Ltd. shares at \$17-1/2 for cash; and Shanghai Land Investment Co., Ltd. shares at \$19-1/2 for cash.

## EDUCATION TO-DAY IN INDIA.

Tinnevely, March 6th.—The Travancore Government have just disposed of the joint memorial signed by the Archbishop of Veropoly and five Bishops in which they pleaded that the Catholic students of the State should be compelled to receive education only in Catholic schools. Their Lordships pointed out that no serious and intelligent person will fail to see the need in India, specially at the present time, of a sound and moral education based on religious principles in preference to godless education imparted in most other schools which with their godless teaching everywhere, have caused and cannot but cause most harmful effects in society. In the course of its order the Government replied that they were wholly unable to act on the principle that Catholic children shall hereafter receive education only in Catholic schools. They also expressed their regret that the memorialists have chosen to reflect unfavourably on education given in other schools generally, and saw no adequate grounds for the implication that education imparted in non-Catholic schools generally, is either godless or is causing harmful effects in society. The order concludes with the remark that an exceptionally difficult question like this could not be advanced if the heads of one denomination take it on themselves to speak disparagingly of the work done by schools managed by other denominations.

## DUKE OF CONNAUGHT'S STORY.

The Duke of Connaught, who was entertained at dinner at the Savoy Hotel by the African Society on his return from South Africa, emphasised the importance of dealing sympathetically with the natives. In illustration of the fact that many of the natives had little notion who was governing the country, the Duke told an amusing story. He said that at a meeting of natives in East Africa a chief came up to him and said: "I hear you are a very big man. I don't quite know who you are, but I suppose you are a brother of Mr. So-and-so, the Commissioner." (Laughter.) At any rate he thought the story showed that the Commissioner must have been a very good man. (Laughter and cheers.)

## Entertainment

## THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

## FLYING! FLYING! AVIATION WEEK.

The Latest Pictures of

DIRIGIBLE BALLOONS AND AEROPLANES.

NEW SONGS and DANCES.

Grace Vyveene.

Vera Ferrace.

Hongkong, 25th March, 1911.

[737]

## CAPSTAN MIXTURE

MEIUM

&amp;

FULL



In 1/4 lb.

Air-Tight

Tins

W. D. &amp; H. O. WILLS.



TRADE

MARK

THE BERNSE ALPS MILK CO  
STALDON EMMENTHAL, SWITZERLAND."No. 10" SCOTCH WHISKY  
BOTTLED AT DUNDEE, SCOTLAND.Agents: F. BLACKHEAD & CO.,  
HONGKONG & CHINA.

[851]

## REASONS WHY

YOU SHOULD SEE US FOR YOUR OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical partners are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine  
Offices76, Escholtz,  
MANILA.CLARK & CO.  
OPTICIAN  
HOTEL MANSIONS  
HONGKONG

## TSIN TING.

LATEST METHODS

OF DENTISTRY.

Studio at No. 14, D'AGUIAR STREET

REASONABLE FEES.

Consultation Free.

Hongkong, 19th June, 1910.

D. M. B. CHAN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL,

1st Floor, Rooms 2 and 3.

From the University

of Pennsylvania, U.S.A.

Telephone 126.

[1 Hongkong, 27th January, 1910. [2]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
FORGEWRIGHTS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all  
Classes of Engineering, Iron and Wood Work  
Electrical Drives, Hydraulic and Pneumatic Tools,  
installed throughout the Works.50-ton Hydraulic TESTING MACHINE  
for Chains, Wire, Ropes, Rivets  
and Metal Specimens.

## GRAVING DOCK

787 ft. by 88 ft. by 31 ft. 6 in.

Pumps empty Dock in 2 3/4 hours.

## THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for

painting ships with most efficient result.

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANE THROUGHOUT

THE SHOPS RANGLING UP TO 100 TONS.

15 minutes given for Docking, Repairs to Hull and Machinery,  
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD &amp; SWIRE,

HONGKONG, CHINA &amp; JAPAN.

## Entertainment

## ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

TUESDAY,

APRIL 4th, at 5.30 p.m.

Tosca and Fugue.....Dech  
La Nuit.....Kang Elert  
Finale.....Schumann  
VIOLINIST.....Mr. Timmescheidt  
Hongkong, 27th Mar., 1911. [999]

## THE

"Empire" Cinematograph  
Theatre,Dua Yeeux Road CENTRAL, opposite  
Central Market.

Last Week of

THE CHAMPION DANCERS,  
The DONNELLYS.Debut of the Celebrated Soprano  
Soloist.Miss IRMA LEPOMME  
English and German Selections.

## THE GRAND FILM

(Dramatic)

Between Duty and Honour.  
Hongkong, 28th Mar., 1911. [852]VICTORIA SKATING  
RINK.

5 Sessions Daily.

THE BEST FLOOR.

Popular Prices.

Hongkong, 28th Mar., 1911. [890]

THE CHINA PROVIDENT  
LOAN AND MORTGAGE  
CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property,  
&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &amp;c.,

Undertaken and Executed.

SHEWAN, TOMES &amp; Co.

General Managers.

Hongkong, 19th March, 1903. [41]

TSANG KWONG  
COMPANY.ELECTRICAL AND GAS  
CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 693.  
Hongkong, 2nd Jan., 1911. [78]Regular Steamship Service  
to New York,  
via PORT and SUEZ CANAL.(Wide Liberty to Call at Malacca  
Coast.)

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON AND NEW  
YORK.

S.S. "GHAZEE".....About 27th April.

FOR NEW YORK.

S.S. "SAINTPATRICK".....About 14th April.

For Freight and further information,  
apply toDODWELL & CO., LTD.,  
Agents.

Hongkong, 28th Mar., 1911. [966]

## Shipping-Steamers.

## DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having  
splendid Accommodation for First-Class Passengers. Electric Light. Excellent  
Cuisine.FOR SWATOW, AMOY AND FOCHOW AND RETURN.  
(Occupying 9 to 10 days.)STEAMSHIPS. CAPTAIN LEAVING.  
Hainan... Capt. A. E. Hodgins... FRIDAY, 3rd March, at 11 a.m.  
Haitan... Capt. J. S. Rouch... TUESDAY, 4th April, at 11 a.m.  
Haiching... Capt. W. C. Passmore... FRIDAY, 7th April, at 11 a.m.FOR SWATOW AND RETURN. (Occupying 3 Days).  
Haimun... Capt. J. W. Evans... SUNDAY, 2nd April, at 10 a.m.Steamers will arrive at, and depart from the Company's Wharf  
near Blako Pier.For Freight and Passage, apply to  
Douglas, Lapraik & Co.,  
General Managers.THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenhams	Mar. 24.	April 5th, at Noon
Empire	April 7.	April 29th, at Noon
St. Albans	May 6.	May 27th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a  
plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with  
Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor  
and Stewardess are carried.For further particulars, apply to  
Gibb, Livingston & Co.,  
Agents. [967]

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

Java, China and Japan.

Steamers	From	Expected on or About	Will leave for Or about
Tjitaroom	JAVA	Second half SHANGHAI.	Second half
Tjiliwong	AMOY	Second half JAVA.	Second half
Tjilatjap	JAPAN	Second half JAVA.	Second half
Tjibodas	JAVA	Second half JAPAN.	Second half
Tjimahi	JAPAN	First half JAVA.	First half
Tjipanas	JAVA	Second half JAVA.	Second half
Tjikini	JAVA	First half	First half

The steamers are all fitted throughout with Electric Light, and have  
accommodation for a limited number of saloon passengers, and will take cargo  
to all Ports in Netherlands-India on through B/L.For particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN,  
York Buildings.

Telephone No. 375. [974]

FOR SHANGHAI. FOR SHANGHAI, KOBE AND  
MOJI.

THE P. &amp; O. S. N. Co.'s Steamer THE Steamship

"DELHI." Captain G. W. Gordon, R.N., will leave  
for SHANGHAI at 5 p.m., on 30th  
March, 1911.For Freight or Passage, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 28th Mar., 1911. [4]

RETURN TOURS TO JAPAN  
(occupying 20 days).The Steamers leave about every 3  
weeks for Shanghai and Kobe (Inland  
Sea), returning via Moji, providing a  
stay of 5 to 6 days in Japan.Return tickets are available by the  
Indo-China Steam Navigation Co.'s  
Steamers. Fare for round trip \$120.For Freight or Passage, apply to  
DAVID SASSOON & CO. LD.  
Agents.

Hongkong, 28th Mar., 1911. [1009]

Consignees  
FROM EUROPE.

THE "Hansa" Steamship

"SENEGAMBIA," Captain Eckhorn, having arrived, Con-  
signees of Cargo are hereby informed  
that their goods are being landed and  
placed at their risk in the hazardous  
and/or extra-hazardous Godowns of the  
Hongkong & Kowloon Wharf and Godown  
Company, Limited, whence delivery may be obtained against Bills  
of Lading countersigned by the Under-  
signed.Optional Cargo will be carried on  
unless notice to the contrary be given  
to-day.All claims must be presented within  
ten days of the steamer's arrival here,  
after which date they cannot be re-  
cognized.No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
29th inst., will be subject to rent.All broken, chafed, and damaged  
Goods must be left in the Godowns,  
where they will be examined on the  
28th inst., at 3 p.m.No Fire Insurance will be effected by  
us in any case whatever.This steamer brings on cargo:  
Ex s.s. "Adels" from Stettin.  
"Halia" "Liebon."  
"Skallholt" "Copenhagen."HAMBURG-AMERIKA LINE,  
HONGKONG OFFICE.

Hongkong, 28th Mar., 1911. [4] Hongkong, 28th Mar., 1911. [956]

## Consignees

NORDEUTSCHER LLOYD,  
BREITENBURGERIMPERIAL GERMAN MAIL  
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of cargo are  
hereby informed that their Goods, with  
the exception of Opium, Treasure and  
Valuables, are being landed and stored  
at their risk into the hazardous and/or  
extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, and  
West Point Godowns, whence delivery  
may be obtained.No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
30th of March, will be subject to  
rent.All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
30th of March, at 9.30 a.m.All claims must reach us before the  
4th April, 1911, or they will not  
be recognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned  
by the undersigned.NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents.

Hongkong, 28th Mar., 1911. [7]

"SHIRE"

LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE &amp; STRAITS.

THE Steamship

"FLINTSHIRE,"

having arrived from the above ports,  
Consignees of cargo by her are hereby  
informed that all goods are being landed  
at their risk into the hazardous and/or  
extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, whence,  
and/or from the wharves, delivery may  
be obtained.Goods not cleared by the 31st inst.,  
at 6 p.m. will be subject to rent.All broken, chafed, and damaged  
packages are to be left in the Godowns  
where they will be examined on 31st  
inst., at 10 a.m. Claims against the  
steamer must be presented within 10  
days of arrival, otherwise they will not  
be recognized.No Fire Insurance will be effected  
by us in any case whatever.Bills of Lading will be countersigned  
byJARDINE, MATHESON &  
CO., LTD.,  
Agents.

Hongkong, 25th Mar., 1911. [997]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"PALMA,"

FROM ANTWERP, LONDON,  
MALTA, PORT SAID, SUEZ  
and STRAITS.Consignees of Cargo by the above-  
named vessel are hereby informed that  
their Goods are being landed and  
placed at their risk in the Hongkong  
and Kowloon Wharf and Godown Co.'s  
Godowns at Kowloon, where each Con-  
signment will be sorted out Mark by  
Mark and delivery can be obtained as  
the Goods are landed.Optional Goods will be landed here  
unless instructions are given to the  
contrary within 6 hours.Goods not cleared by the 1st April,  
at 4 p.m., will be subject to rent.No Fire Insurance will be effected  
by me in any case whatever.Damaged packages must be left in  
the Godowns for examination by the  
Consignees' and the Company's sur-  
veyors, Messrs. Goldard and Douglas,  
at 10 a.m. on Mondays and Thursdays.All Claims must be presented within  
ten days of the steamer's arrival here,  
after which date they cannot be re-  
cognized. No Claims will be admitted  
after the Goods have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 28th Mar., 1911. [4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG  
AND SINGAPORE.

THE Steamship

"JAPAN,"

having arrived from the above ports,  
consignees of cargo are hereby informed  
that their goods will be delivered from  
alongside.Cargo impeding the discharge of the  
Vessel will be landed at once, at con-  
signees' risk and expense.Cargo remaining on board after 1  
p.m. of the 30th inst., will be landed at  
consignees' risk and expense.Consignees of Cargo from SINGA-  
PORE and PENANG are requested to  
take IMMEDIATE delivery of their  
goods from alongside, such cargo im-  
peding the discharge of the Vessel will  
be landed and stored at consignees'  
risk and expense.No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by the undersigned.DAVID SASSOON & CO. LD.  
Agents.

Hongkong, 28th Mar., 1911. [1009]



J. KADONIX & Co.  
 & General-Brokers.  
 any of the above  
 Proprietor, Dr. J. W.